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**ATTERBURY CALLS
NATIONAL RULES
COLLAR ON ROADS**

Charges Agreements Used
to Extract Money on
Technicalities.

CLASHES WITH WALSH
Insists Each Road Should
Negotiate With Its Own
Employees.

INITIATIVE IS DESTROYED
Warns That Nationalization
and Syndicalism Are
Dangerously Near.

CHICAGO, March 21.—Gen. W. W. Atterbury, vice-president of the Pennsylvania Railroad and former chairman of the railway executives' labor committee, took an emphatic stand against national agreements, which he termed "proliferate of misunderstandings," in a heated all-day cross-examination before the Railroad Labor Board today.

Questioning by Frank P. Walsh, counsel for the union, brought vigorous replies from Gen. Atterbury, and time and again the witness replied by cross-questioning his interrogator. Charges that the union leaders did not really represent the employees, and that national rules were used to procure employment for more men and extract money from the roads on technicalities were hurled across the table as the General took the stand against all rules of national application.

Atterbury's Testimony.

The gist of Gen. Atterbury's testimony may be summarized thus:

Rules should be negotiated between officials of the roads and their own employees across the conference table "like a game of poker."

The eight-hour day could not be universally applied to all employees, especially train service men, "because the road didn't build the railroads that way."

The establishment of the hourly basis of shop work has destroyed the energy and initiative of shop employees and abolition of piece work would be a "most dreadful thing that could happen to railroad employees."

National rules constituted a dog collar around the necks of the railroads, which would be free to negotiate their own rules with their own employees "the minute the board cuts the dog collar."

Gen. Atterbury was referring to a cartoon from a labor paper representing national agreements as a collar on a dog, labeled "railroads" and led by "labor."

Two charges against union officials were laid down by the General in the climax of the day's testimony. He declared that although the national agreements had the object of employing more men, he was "a better friend of my men than any of the union men at this table." The declaration brought from Mr. Walsh a query whether Gen. Atterbury represented the section hands of his road.

"No," but you do not, "Those men are not represented here," Gen. Atterbury replied.

Quick Returns Made.

Soon, afterward in a discussion of specific rules Gen. Atterbury demanded that the rules be interpreted clearly and words defined. Mr. Walsh said he thought the ordinary meaning of words applied. This brought a quick return from the witness, who said, "when it comes to defining means and methods of getting money out of a rule you gentlemen are the most expert of any I know."

"These rules appear very clear to me, Gen. Atterbury," Mr. Walsh said.

"That's because you don't know anything about them," the witness replied.

Gen. Atterbury maintained throughout the day that no set of rules could be negotiated which would have a national application, and declared the only satisfactory way of agreeing on rules was by direct conference between the officers who would apply the rules and the employees whom they would affect.

In his testimony Gen. Atterbury said he always had been able to negotiate with his employees, but that the national agreements had placed a dog collar on the roads and that it was impossible to confer with the Pennsylvania employees because of the interference of union officials. He read from several American Federation of Labor bulletins, which he said, "throttled the employees."

Gen. Atterbury read a statement earlier in the day which declared the American people had reached "the parting of the ways."

"No more serious question confronts us to-day," he said. "One road leads to Government ownership, nationalization, Plumb planism and syndicalism; the other road to industrial peace and the continuation of that individual initiative, energy and responsibility which is peculiarly American. The sign board on one road is 'national agreements'; on the other road 'negotiate directly with your own employees.'"

**RAILWAY MARINE WORKERS
HERE ACCEPT CUT IN WAGES**

Continued from First Page.

mouthpiece for the roads in their conferences with employees.

Shop Men to Hold Meeting.

A meeting of the employees of the north Jersey division of the Central Railroad of New Jersey, all of whom are affected by the proposed reduction in wages, will be held to-morrow afternoon in Sauerwein's Hall in Jersey City, to receive the report from B. M. Jewell, president of the International Union of Railroad Employees, and to compile their answer to the wage proposals which will be sent on Thursday to William G. Besler, president of the road. This was announced last night at a meeting of the Hotelmakers' Union by Charles A. Macintosh, representing the employees.

Last night's session was called to discuss the proposed wage reduction, but for the purpose of taking any definite action. Two thousand of the idle workers of the road were present, most of whom were thrown out of work when the repair shops were closed, and about 1,000 workers who are at present employed. It was announced at the meeting that Mr. Jewell will send word from Chicago to-morrow at the conclusion of the testimony of Mr. Besler before the Wage Labor Board, which is now in session there. This word from Mr. Jewell will determine the character of the reply which the employees will send to Mr. Besler on Thursday.

General Chairman Enke of the Lehigh Valley Railway System Division of the United Brotherhood of Maintenance of Way Employees and Railway Shop Employees said yesterday that to-day a committee of the Lehigh Valley employees will submit to the company a refusal to accept the wage reduction proposals offered by the road. Enke said also that this action would be followed by similar action on the part of a committee of Lackawanna employees and that on Thursday and Friday the Central Railroad of New Jersey would also receive a refusal from its employees in this brotherhood.

**EMPLOYEES ACCEPT
52 CENTS A DAY CUT**
**Strike Arrested on Boston and
Lynn Railroad.**

Boston, March 21.—The threatened strike of employees of the Boston, Revere Beach and Lynn Railroad, a narrow gauge line, was averted to-day when the men accepted a wage cut of about fifty-two cents a day. The company had proposed a reduction of eighty-seven cents.

Settlement of the difficulties between officials of the road and representatives of the railroad unions was effected to-day by the State Board of Conciliation and Arbitration. Under the agreement working conditions will be changed. A run of 100 miles will constitute a day's work, as at present, instead of the 108 mile run proposed by the company.

The revised wage schedule was to have gone into effect March 17, but after a vote the employees declared in favor of a strike if the reduction were made. The matter was taken before the State board and postponement of a week in the operation of the schedule was agreed upon.

**A. B. A. RECEIVER ASSAILS
LABOR BOARD RULING**
**Unconstitutional, Says Brief
Filed by Official.**

CHICAGO, March 21.—The constitutionality of the Railroad Labor Board's decision in the case of the Atlanta, Birmingham and Atlantic Railroad was challenged to-day when the board received a brief filed by the road's receiver, B. L. Burg, formerly president of the road. The employees were represented at the hearing to-day by E. P. Curtis, vice-president of the Order of Railway Conductors, who defended their action in striking.

The receiver took the position that the board had ordered wages which the road was financially unable to pay, and that since such a situation would have meant confiscation of the property, such a ruling by the board was "repugnant to the fifth amendment to the Constitution and utterly unconstitutional."

The receiver further argued that he was without the jurisdiction of the board because he was not a carrier at the time of the award and therefore not bound by its decision. He proposed to file a writ of habeas corpus to prevent the board from enforcing its decision.

A wage reduction was placed in effect March 1, 1921, by court order after a dispute between employees and the road had failed of settlement. The main contention was that it was a violation of the Federal act which forbids the reduction of wages by one-half of the increases granted since December 31, 1917. The board, however, ruled that financial inability of the carrier was a justification and remanded the case for further conferences between the carrier and its employees.

**NEWLANDS ACT TO BE
DEFENDED IN GEORGIA**
**United States Takes Hand in
Birmingham Rail Case.**

ATLANTA, March 21.—The Department of Justice will take hand in the Atlanta, Birmingham and Atlantic Railroad case hearing in Federal District Court here to-morrow to defend the constitutionality of the Newlands act, which was announced to-night by United States District Attorney Alexander.

That portion of the law providing twenty days' notice before reduction of wages was attacked as unconstitutional in a brief filed on behalf of the Birmingham Trust and Savings Company. Mr. Alexander announced that Attorney-General Daugherty had instructed him to enter the case for the purpose of upholding the act.

Resumption of local freight and passenger service throughout the Atlanta, Birmingham and Atlantic system, with the exception of the Waycross division, was announced to-day by B. L. Burg, receiver. New men are being put to work daily filling the places of strikers; it was said, and full schedules soon were predicted.

**PAINTERS' STRIKE ENDS;
WAGE TO BE \$9 A DAY**

A strike of painters which has lasted since last September and which, it was said, affected 13,000 men, was ended yesterday at a meeting of organizations representing employers and non at the Builders Exchange, 34 West Thirty-third street.

Four main points were agreed upon: The calling off of all strikes and lockouts now in force, the planning of a conference to reach a working agreement for this year, the fixing of wages at \$11.25 an hour, or \$9 a day, and the recognition of a working week of five days of eight hours each. Painters hereafter will take Saturdays and Sundays off. The strike was called to force a wage of \$10 a day.

The organizations represented at the conference were the Builders Trade Employees Association, the Association of Master Painters and Decorators, the Society of Painters and Decorators, the Cabinet Makers' Employers' Association, for the employers, and the Brotherhood of Painters, Decorators and Paperhangers of America and the New York District Council of the Painters Union, No. 5.

It was agreed that the employers' organizations select one arbitrator, the employees' organizations one, and that these two choose an umpire so that all disputes in future may be settled by arbitration.

**BRIBERY OF FEDERAL
EMPLOYEES CHARGED**
**Alexander Milburn Company
Makes Accusations.**

BALTIMORE, March 21.—Charges of bribing and corrupting employees of the War and Navy departments, the United States Railroad Administration, and other government bodies are made in an amended declaration filed in the United States Court to-day by the Alexander Milburn Company in a \$2,500,000 suit filed last December.

The suit, brought under the Sherman and Clayton anti-trust laws, is directed against the Union Carbide and Carbon Corporation, the Union Carbide Company, the Union Carbide Sales Company, the Oxwell Acetylene Company, the Oxwell Fuel Products Company, the Linde Air Products Company, the West-Olefin Company, Inc., and the Davis Bournville Company.

WARFIELD TO GET HEARING.
**I. C. C. to Pass on His Plan to
Lower Railway Rates.**

Special Dispatch to THE NEW YORK HERALD.
New York Herald Bureau.
Washington, D. C., March 21.

Assurances were given to-day by Senator Cummins (Ia.), Chairman of the Interstate Commerce Committee, that a hearing will be given to S. Davis Warfield, president of the National Association of Railroad Securities Owners, on his proposal for improving railroad management by the establishment of national railway service.

Mr. Warfield called on Senator Cummins to-day and gave him a detailed description of his proposal which is aimed to lower rates, increase transportation facilities and reduce operation costs.

Senator Cummins would not comment because he said he had not read the proposal. He did say, however, that the Interstate Commerce Commission will hold a series of hearings on railroad problems after Congress meets in April and that Mr. Warfield and those associated with him would be given full opportunity to present their scheme in detail.

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**16 ARE ACQUITTED IN
FELTS MURDER CASE**

Defendants Are Still Under
Indictments Charging Them
With Other Crimes.

LEAVE FOR THEIR HOMES
**Troopers With Riot Guns Pa-
trol Streets of Williamstown,
Which Remains Quiet.**

WILLIAMSTOWN, W. Va., March 21.—Police Chief Sid Hatfield and fifteen other men of Matewan, found not guilty to-day of connection with the death of Albert C. Felts, a private detective, last May, left for their home town late to-day.

Unless there is a change of plans, however, they will be free a short time. Judge R. D. Bailey announced during the afternoon that the next case would be called April 12. There are still six indictments against the sixteen men freed by a jury this morning, one each in connection with the deaths of six Baldwin-Felts detectives who fell mortally wounded with Felts during the street battle.

A large crowd gathered about the court house during the day in the hope that the defendants would appear. They were doomed to disappointment, however, for the Matewanites remained in the custody of Sheriff A. C. Pinson until they left for the little mining town at 4:45 P. M.

State troopers stalked the streets of Williamstown all day, carrying riot guns, but the city remained quiet, and not a single untoward incident was reported.

The defendants had nothing to say regarding the verdict of "not guilty," and they received the news of their acquittal soberly.

After the verdict was announced, Wade Branson, Prosecuting Attorney of Mingo county, handed his resignation to Judge R. D. Bailey, who accepted it, effective April 1. Mr. Branson said that the salary attached to the position was insufficient to maintain his family and that he would devote himself to the practice of law.

Amel D. Stokes, City Solicitor of Williamstown, was named by Judge Bailey to succeed Mr. Branson. When notified of his appointment Mr. Stokes declared that as Prosecutor of Mingo county he was determined to maintain law and order in the county.

Twenty-three men of Matewan were indicted by a Grand Jury at Williamstown in connection with the deaths of Felts. At the outset of the trial, which began on January 26, the cases against several of the defendants were dismissed, and at the taking of testimony progressed others were discharged on motion of the prosecution.

**MATEWAN HAS HOLIDAY
TO GREET 16 ACQUITTED**

MATEWAN, W. Va., March 21.—This little mining village called it a holiday to-day to greet the fourteen mountaineers, defendants in the Matewan battle trial, who were found not guilty by a Circuit Court Jury at Williamstown this morning.

Apparently all residents of the town were at the station late in the day when the train which brought home Sid Hatfield, Chief of Police, and his fifteen companions, pulled in. A special car was attached to the train for the contents of the hillmen and their bodyguard, which was made up of Sheriff A. C. Pinson, six deputies, Captain Brookus and State troopers.

It was a touching scene as the sixteen men stepped from the train and walked into the arms of relatives and friends. They were met by a large crowd of men and women and children who were waiting to see the men who had been found not guilty by a jury.

SHOPMEN TO BE LAID OFF.

THOR, March 21.—More than 1,000 men employed by the Delaware and Hudson Company in the railroad shops at Colton and Greenvale will be laid off indefinitely next Saturday, according to notices posted in the shops this afternoon.

**CABINET HEARS
PACKERS AND MEN**

Administration Makes First
Effort to Mediate Major
Labor Dispute.

HOPE TO AVERT STRIKE
**Discussions Resumed To-day—
President May Be Taken
Into Conference.**

WASHINGTON, March 21.—After three hours and a half in conference with Secretaries Davis, Hoover and Wallace, representatives of the five leading packers and of their union employees adjourned late to-day, to meet to-morrow afternoon. None of those participating in the conference would make any statement as to the progress of the initial efforts of the new Administration in mediating a major labor dispute.

Representatives of the packers and of the employees, after conference, stated that Secretary Davis had requested all parties to make no statements regarding the status of the discussions. The Labor Secretary also sent word by his private secretary to newspaper men that he had nothing to say regarding the conference and announced that the discussions would be resumed to-morrow after the regular Tuesday Cabinet meeting, probably at 3 o'clock, but earlier if possible.

The fact there are to be no morning conferences was taken to indicate that Secretary Davis might bring the matter as revealed at to-day's preliminary meeting to the attention of President Harding and other members of the Cabinet. The recess also will allow the representatives of both sides to confer with their advisers or ask for further instructions. Secretary Davis remained in conference after the session with Hugh L. Kerwin, E. P. March and Howell Davis of the Labor Department's board of conciliators, who sat in the conference by virtue of the fact that they had a part in the agreement of 1919 by the packers and their employees to extend the Alschuler agreement of 1917.

The packers' representatives, Carl Meyer and James L. Condon, were understood to have finished stating their case at 4 o'clock, having been interrupted by few questions from the employees. Whether the greater part of the remaining hour and a half was consumed by the employees in presenting their side was not indicated. None of the conference would indicate whether there was cause for hope that the questions at issue might be adjusted and a strike averted.

Secretary Davis heard the employees' side of the controversy at 11 o'clock, after both sides had assembled and the meeting had been adjourned until 2 o'clock. The Labor Secretary in granting a private hearing to Dennis Lane, secretary of the unions, and Redmond S. Brennan, their attorney, gave them the same privileges he had previously given Messrs. Condon and Meyer.

The full conference began at 2 o'clock, with the three Cabinet members, the two representatives of each side and the three members of the Labor Department's conciliation board present. Two official reporters worked in shifts taking the testimony.

ADS RESUMED IN BINGHAMTON.
**Merchants Jubilant When Papers
Hit by Strike Aid Them.**

BINGHAMTON, March 21.—Binghamton newspapers to-day resumed the publication of display advertising, and merchants who had stocked up for the Easter trade and were unable to advertise their wares are jubilant. Publishers say that within a week or ten days they will be back on a normal basis.

The striking printers remain firm in their demands and are equally confident that they will be able to break into the ranks of the non-union men. They say that serious attempts to induce non-union printers to leave the city will not be made until the publishers attempt to replace the strikebreakers with non-union men who are seeking permanent positions.

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The part you cannot afford to lose you should put into Guaranteed Mortgages and Mortgage Certificates. 6745 small investors put \$12,163,000 into these certificates last year and have chosen the wiser course.

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50700 Civet Cat	4000 Marten	342000 lbs. Australian & New Zealand Rabbit	1700 Pony
21200 House Cat	1300 Marten Tails		
4500 Ringtail Cat	48000 Mink	21000 Aus. Ringtail Opossum	1100 Russian Sable
8800 Wild Cat	38000 Muskrat	2000 Caracul	3800 Seal (Hair)
65100 Ermine	9000 Muskrat (Black)	1025 Chinchilla	20000 Shiraz
300 Fisher	279000 Opossum	200 Chinchilla (Dressed)	57500 Squirrel
250 Blue Fox	1500 Otter	1800 Chinese Civet Cat	10824 Sundry Fox
225 Cross Fox	60000 Raccoon	42400 Fitch	(Anatolian)
6100 Grey Fox	600 Seal (Alaska)	16000 Hare	(French)
300 Kitt Fox	198000 Skunk	559 Japanese Fox	(Indian)
16500 Red Fox	21000 Wolf	1100 Japanese Marten	(Italian)
270 Silver Fox	100 Wolverine	11000 Kolinsky	(Karagan)
		2350 Kangaroo	(Macedonian)
		29000 Persian Lamb	(Patagonian)
		125 Leopard	(Spanish)
		116000 Marmot	5000 Wallaby
		500 Baum Marten	9300 Wombat

Also sundries consisting of (400) Japanese Badger, (1298) Hungarian Cat, (900) Chinchilla Rat, (2000) Guanaco, (450) Goat, (2500) Mongolian Lamb, (400) Flying Squirrel, (400) Wallaroo.

Goods will be on display at our warehouse at 550 West 36th Street and catalogs will be issued beginning April 6th.

Purchasers will be allowed a discount of 1% on all amounts paid on or before May 31, 1921, which is the Prompt Day for the coming sale. All goods must be cleared and paid for on or before Aug. 29, 1921.

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